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BEFORE THE
OHIO DEPARTMENT OF TRANSPORTATION

IN RE: :

FRA-270-52.72 :

PID 92610 :

Const Number 133006 :

Pre-Bid Meeting conducted by Mr. Robert J.
Taylor, PE, CPM, taken at the Ohio Department of
Transportation, 400 East William Street,
Delaware, Ohio, on Wednesday, May 8, 2013, at
8:59 o'clock a.m.

1 - - - - -
2 P R O C E E D I N G S

3 - - - - -

4 MR. TAYLOR: This is the pre-bid meeting
5 for Franklin 270-52.72, PID 92610, Construction
6 Number 133006. I'm Robert Taylor, the district
7 planning engineer. I'm going to be presiding
8 over the pre-bid meeting today. Any other ODOT
9 people we have in the room, would you please
10 introduce yourselves.

11 MS. TURNER: Amy Turner, environmental.

12 MR. HOLBROOK: Jeff Holbrook, engineering.

13 MR. ~~SLECHTE~~ ^{SLECHTER}: Jake ~~Slechte~~ ^{Slechter}, project
14 engineering.

15 MR. BERG: Chris Berg, construction.

16 MR. HUPP: Brian Hupp, construction
17 administrator.

18 MR. TAYLOR: All right. Thank you, guys.

19 I just want to note that we -- this
20 meeting as -- there's a stenographer here
21 recording the proceedings today, and we'll have
22 those as a future addendum.

23 Okay. So the project goals, complete
24 replacement of I-270 pavement between 23 and 71

1 on the south side of Columbus, addition of a
2 third lane and an auxiliary lane between 270 and
3 23, removal of two twin bridges over an access
4 road, rehabilitation of two pair -- two
5 additional pairs of bridges. There will be no
6 work on the Scioto River bridge or any overhead
7 bridges along this route.

8 The latest scope, which is dated March 5,
9 2013 -- we're actually working on a new version
10 of the scope, and that will be out in a couple of
11 days, to address some recent pre-bid questions.

12 Here's a visual of the project limits.
13 Like I said, it's on the south side of Columbus,
14 between I-71 interchange on the west and US 23
15 interchange on the east.

16 The transcript from the pre-bid meeting
17 will be posted on the contract's website, like I
18 mentioned earlier. Pre-bid questions are
19 submitted to the -- this following address -- I'm
20 sure you guys know that all too well. The
21 addendum -- a future addendum will be posted on
22 the contract's website as applicable. Like I
23 said, we're currently working on a third addenda
24 to address some pre-bid questions, and we may --

1 this -- the notes from this meeting may be in
2 that addenda or future addenda so there's at
3 least one or two more.

4 I want to mention cooperation between
5 contractors. We have a project, Franklin
6 270-52.16, which resurfaces 23 and 270 ramps and
7 the 71/270 ramps, and that is going to be
8 starting this summer. They're going to be in the
9 area resurfacing the ramps on both those
10 interchanges. The intent is that they're going
11 be out of there before you guys would be in there
12 doing any significant work.

13 And also we have an adjacent spot-paving
14 project that's also going to be going on this
15 summer. They're going to be spot paving the
16 areas of 270 adjacent to the project, not
17 anywhere inside the project limits. The
18 completion date for this project is September
19 30th of 2014.

20 I'm going to go over general provisions of
21 the work. As the proposal was written -- the CMS
22 specs are currently 2010 specs. We had a little
23 snafu when we sent the plans down, it was hitting
24 right at the time when the 2013 specs were coming

1 out. Our intent was to file these as 2013 CMS
2 specs. Right now it is written as 2010 and the
3 proposal -- the future addendum is going to
4 address that. We are either going to revise it
5 with late 2012 revisions or completely change it
6 to 2013 specs.

7 So some of those 2013 specs of note. Item
8 603, drainage, is now Item 611. Supplemental --
9 Supplemental Spec 823 was rescinded. It's now
10 part of the standard layout specification, and
11 Supplemental Spec covering QA/QC is now part of
12 the standard concrete items, as well. Those are
13 some of the highlights of some of the things in
14 2013.

15 Basis of the payment for many of the items
16 are going to be lump sum, which is pretty typical
17 in design-build projects. Miscellaneous roadway
18 includes any items of work not specifically
19 itemized in the scope. Storm water pollution
20 plan, construction erosion control is paid under
21 Supplemental Spec 832 at the established unit
22 prices.

23 And then we have an item for miscellaneous
24 structure removal, and that includes all pay

1 items to remove the specified structures and --
2 and then the fill after the structures are
3 replaced.

4 Maintaining of traffic includes all work
5 items to maintain traffic in the work limits,
6 including traffic shift areas. The contractor's
7 responsible to start and maintain the entire work
8 limits commencing 30 days after the contract is
9 signed until the end of the contract. That's
10 something that's not normal so we're highlighting
11 that as something that needs your attention.

12 After -- 30 days after the contract ~~signs,~~ ^{is signed}
13 the contractor is going to be responsible for
14 maintaining the entire project limits for the
15 roadway and the structures. There's currently
16 roadway pay items in there.

17 The next addendum is going to include
18 bridge patching pay item quantities. And all of
19 that work is going to be as directed by the
20 engineer.

21 I want to point out Section 8.5,
22 post-letting conference, and Section 8.6,
23 partnering. We'll have formal partnering on
24 this, and there is a lump sum pay item for

1 partnering included in this scope.

2 Here would be your points of contact. The
3 project manger for design, that's me. There's my
4 contact information. This is all in the scope of
5 services. Construction area engineer is Jeff
6 Holbrook, and the project engineer is Jacob
7 ~~Slechter~~
~~Slechte~~.

8 MR. ~~SLECHTER~~ ~~Slechter~~: ~~Slechte~~.

9 MR. TAYLOR: Say it again. Say it for me.

10 MR. ~~SLECHTER~~ ~~Slechter~~: ~~Slechte~~.

11 MR. TAYLOR: Going on to permits, Section
12 8.8. Right-of-way permits are the contractor's
13 responsibility. If you're going to be working
14 out of the right-of-way, we don't anticipate any
15 need to do that, it's going to be your
16 responsibility to get the proper permits to do
17 that.

18 8.9, entry on private property. Proper
19 notification is required. Access to the access
20 road at the bridge removal site is not available
21 unless via private agreement. We feel all that
22 work can be handled from within our existing
23 right-of-way and from the top.

24 On the hazardous materials notification of

1 asbestos demolition and renovation. The three
2 pairs of structures have been inspected and
3 tested for asbestos and none was noted. The
4 contract -- we have the forms filled out for the
5 inspection portion of that. The contractor is
6 responsible to finish completing those forms and
7 submit them, and those are found in Attachment B
8 on the FTP site. I will go over the FTP site in
9 a little bit.

10 Environmental, CE2 -- CE Level 2
11 categorical exclusion. The waterway permits,
12 401/404, those are in process. They were -- have
13 been submitted in for review, and we expect to
14 have those approved around -- around July 1st of
15 this year. So about the time you guys are ready
16 to go out and work we expect the permits to be
17 approved.

18 NPDES permit. Once you guys start design
19 you need to notify us of the acres of disturbed
20 area. We will -- we will go ahead and submit the
21 NOI permit for that, and you need to plan for
22 about 30 days -- 30 to 31 days for that permit to
23 be approved. So please put that in your
24 schedule, accordingly.

1 10.4, I want to mention wetland and source
2 water protection areas. Those are identified in
3 Attachment J on the FTP site. Any local noise
4 ordinances should apply. Contractor needs to
5 coordinate with the local floodplain coordinator,
6 that's also those contact -- those contact people
7 are identified in Attachment J, as well.

8 And then there are some environmental
9 commitments, and there are a total of 11 of
10 those, and those are also detailed and described
11 in the scope of services.

12 Regarding right-of-way, we need all LA and
13 right-of-way lines shown on the plans. The
14 intent of this project is to stay within the
15 existing right-of-way. Stake in the field is
16 necessary and in specific locations as required
17 by Section 11 of the scope.

18 Essentially, right-of-way staking and such
19 only needs to be staked where you guys feel it
20 needs to be identified for the -- for your
21 workers out there. Particularly in areas of
22 stream crossings and that sort of thing so they
23 stay within the right-of-way.

24 There is another item -- I didn't put it

1 in the notes here. There was some areas where we
2 were getting close to the -- to the right-of-way.
3 I think it is identified in Section 11. I'll
4 come back to it if I don't get to it. There's an
5 area of -- that there may be a small retaining
6 wall -- may be required to stay within the
7 existing right-of-way. We have those -- we have
8 those limits identified in the scope, as well.

9 Under utilities, Section 12.1 lists all
10 utilities in the project area. Design shall
11 attempt to avoid utility impact wherever
12 possible, and the ~~DPT~~ ^{DBT} is responsible for all
13 utility coordination. They're also responsible
14 to call OUPS and OGPUPS. There is no subsurface
15 utility engineering required on this project.

16 Design and construction requirements for
17 MOT. As I noted earlier the pavement repairs,
18 they're going to be as directed by the engineer.
19 A conceptual MOT plan will be required and that's
20 considered a ~~billable~~ ^{buildable} unit, and that must be
21 completed prior to any construction. The goal of
22 that is to determine the overall MOT scheme of
23 the project. And the MOT plan, itself, is that
24 is to -- that is to be completed for each

buildable

1 ~~billable~~ unit. We need to know how you're going
2 to maintain traffic before you build any portion
3 of the project.

4 MOT -- MOT continued here. Portable,
5 changeable message signs, minimum of four. Those
6 signs to be included in the project. 13.6.10
7 describes the lanes open during holidays. 13.7.4
8 identifies the points of contact. Nancy Burton
9 is our PIO officer, Duane Soisson is our work
10 zone traffic manager, and Mitch Blackford is
11 county engineer -- or county manager. And then
12 13.8 describes the lane and ramp restrictions for
13 the project, the closures, and what's allowable
14 on the project.

15 14.1, survey. ODOT provides begin and end
16 centerline, two benchmarks, aerial and TIN files,
17 and those are all in the FTP. Under 14.3 there's
18 alternate bid items for flexible or rigid
19 pavement. Rubblize and roll will not be allowed
20 on this project so we are looking at full depth
21 pavement, asphalt, or concrete. The roadway is
22 defined by the mainline scroll PDF, which is
23 attached -- which is shown in the FTP site.

24 We've had -- we had a consultant do

1 preliminary engineering on this and they define
2 the limits of all the work for the project and
3 that's identified in the mainline scroll.

4 Also under roadway, concrete barrier is
5 defined in the locations and then cable barrier
6 elsewhere. So we're going to have complete
7 crossover protection for this -- the limits of
8 this project. I mentioned this earlier, possible
9 retaining wall at 460 plus 00 to 467 plus 00, in
10 that vicinity. That will need to be determined
11 by your designer. That would only be to stay --
12 to keep the work within the right-of-way.

13 Replace all existing guardrail within the
14 project and remove any guardrail where it is no
15 longer needed. I want to specify that. If you
16 bring guardrail in and an existing guardrail is
17 maybe eight feet behind it, that will -- the old
18 guardrail needs to be removed.

19 Subgrade stabilization, under Item 204 in
20 the CMS. A lot of words here. I copied this
21 directly from the scope. This is defined where
22 proof rolling results in permanent rutting of a
23 half inch or less, elastic rebound movement of
24 half inch or less. The project is going to be

1 globally -- chemically stabilized. The DBT is
2 going to be responsible for repair of areas
3 failing proof roll after chemical stabilization.
4 Stabilization shall be designed as per GB1,
5 Supplement 1120, stabilized to 18 inches beyond
6 the edge of the surface of the paved shoulders.

7 Drainage. All drainage that are under and
8 adjacent to new or rehabilitated pavement, in the
9 cases where drainage facilities replaced, the
10 entire run shall be replaced back to the next
11 drainage structure. This is -- this is part
12 of -- this is a change that's going to be in the
13 scope as part of a pre-bid question.

14 So let me start this. In the cases where
15 drainage facility is replaced, the entire run
16 shall be replaced back to the next drainage
17 structure. In other words, catch basin or
18 manhole or to where it ends at daylight, where
19 daylights out and that would include the
20 headwalls to be replaced, as well. In the case
21 where multiple adjacent runs are replaced then
22 the connecting structure shall also be replaced.

23 There's one culvert in the project limits
24 at Milepost 54.60. This culvert is in good

1 condition and no work is needed on this culvert.
2 There is a pre-bid question about two other
3 culverts and we're currently investigating those.
4 Those two culverts were not on our inventory. No
5 design exceptions will be allowed.

6 Fencing. All fencing in project limits is
7 to be replaced, and provisions to maintain the
8 existing fence during placement of the proposed
9 fence. Proposed fence is type 47.

10 On to structures, Section 15. Bridge work
11 shall conform to the latest versions of the
12 respective bridge design manuals and location of
13 design manuals and work shall be done within the
14 existing right-of-way and meet the environmental
15 commitments.

16 ~~Slipforming of bridge parapets will not be~~
17 ~~permitted. If there is anchors in parapets for~~
18 ~~fencing, bridge rails, light poles, et cetera,~~
19 ~~they shall be cast into the concrete or install~~
20 ~~threaded concrete inserts as approved by the~~
21 ~~engineer.~~ Any utility or conduit carried across
22 the structure shall not be attached to the
23 outside of the parapets. So we want those either
24 in -- inside the parapet or underneath the

1 structure. We don't want those on the outside of
2 the parapets.

3 All right. Now we'll talk about the
4 individual structures, Franklin 270.52-72, left,
5 right and A. These are the structures over 23.
6 These decks are going to be replaced with the
7 existing current deck widths. Barriers are going
8 to be single-sloped concrete parapets. Convert
9 the abutments to semi-integrals, and they're
10 going to be replaced down to the footing. All
11 bearing devices will be replaced and perform a
12 fatigue analysis on the beams, and perform the
13 retrofit as needed. Replace the approach slabs
14 with full width concrete approach slabs. Replace
15 all guardrail attached to this structure and
16 terminate where it meets criteria.

17 Stay-in-place forms -- deck forms are not
18 allowed. If concrete pavement is used then we
19 need to install pressure joints at the ends of
20 all approach slabs in the intersection of the new
21 pavement.

22 The 5340 structures, these are the
23 structures over the access road. These
24 structures are going to be replaced -- removed

1 and replaced with roadway fill. And there are
2 culverts parallel to 270 in the vicinity of these
3 structures. These shall also be removed and
4 disposed of and open ditches re-established.

5 ~~5340~~⁵⁴¹² structure, these are the structures
6 over Big Run. These structures are to be
7 rehabilitated and we provided a structure-type
8 study of viable option as structure type in
9 Attachment K. If -- you don't have to use that,
10 but we're providing a viable option that works
11 hydraulically and geometrically. If you do
12 something different, prestressed concrete box
13 beams are not allowed. Replace the
14 superstructure including all bearings, out-to-out
15 deck width shall be a minimum of ~~73~~⁷⁷ -- ~~73~~⁷⁴ feet,
16 toe-to-toe the barrier, with single-sloped
17 concrete barriers. Cap pile piers are not
18 permitted.

19 The bridge deck shall be cast in place.
20 Stay-in-place forms are also not permitted on
21 this structure. The bottom chord elevation or
22 the hydraulic structure -- the hydraulic opening
23 in structure must not change -- must not change
24 from the existing. If a proposed design does

1 change the bottom chord elevation, a complete
2 hydraulic analysis shall be performed. And then
3 the abutments are to be removed, replaced, and
4 widened with a semi-integrals design.

5 You are permitted to use existing piles.
6 The DBT team shall verify the capacity if you do
7 use the existing piles. Replace the approach
8 site with full width concrete. Seal all concrete
9 surfaces with epoxy urethane, light neutral. If
10 a steel beam bridge is used, paint the steel with
11 federal color 1024 -- 10324, dark neutral. And,
12 again, on this structure ~~of~~ ^{if} concrete pavement
13 used ~~I'm pretty sure leaf~~ ^{pressure relief} joints are required at
14 the end of the approach slabs. Analyze the deck
15 surface water spread to determine if scuppers can
16 be eliminated. Eliminate scuppers where
17 supported by the spread calculations.

18 As I mentioned earlier, asbestos testing
19 has been done on this structure. That's covered
20 in Section 9. And then the causeway design shall
21 conform to Supplemental Spec 832.07 and utilize
22 the normal flow elevations and ordinary high
23 water elevations as shown in Attachment O on the
24 FTP site.

1 104 bridge over 270, no work is to be
2 performed on this bridge. However, existing
3 vertical clearance needs to be maintained or
4 increased.

5 All mainline bridge decks and approach
6 slabs shall be ground for smoothness after the
7 placement of the final course of pavement on the
8 roadway using the criteria described in the
9 scope. I think you guys have probably done that
10 on several projects already.

11 Traffic control. Some things I want to
12 mention, pavement markings, all lane and edge
13 lines shall be six inches -- bless you.

14 AUDIENCE MEMBER: Thank you.

15 MR. TAYLOR: All channelizing lines should
16 be 12 inches. If flexible pavement is used we
17 want thermoplastic pavement markings. If rigid
18 pavement is used we want epoxy, the poly-carb
19 mark 54 -- 55.4.

20 Signing. Replace all flat and extru signs
21 within the project limits to the latest design
22 standards, updated.

23 Lighting. All impacted tower lighting
24 shall be removed, stored, and relocated. All

1 other lighting shall remain in place with the
2 exception of sign lighting, which shall be
3 removed after the signs are updated with the new
4 reflectivity. You'll no longer need the sign
5 lighting. ITS has some specifications in the
6 scope for that. And the TOD logo signs out
7 there, they need to be maintained, and there's
8 some language in the scope about that, as well.

9 We're going -- we have a -- we have a
10 revised Proposal Note 107. It's going to be
11 coming out in the next addendum here in the next
12 couple of days. Our construction staff got a
13 hold of it and we made some amendments to that,
14 as well, to clean that up for your benefit as
15 well as ours.

16 So plan submittal and review requirements.
17 Plan signatures are not required. No simplified
18 plans are allowed. The DBT is responsible for
19 quality control per the DQMP as described in the
20 scope. Electronic submissions, we will be
21 setting up a website for uploading your
22 submissions. The review time will start the next
23 business day after the upload and the
24 notification of the files that they're -- that

1 they have been uploaded.

2 Conceptual traffic plan, we require ten
3 working days for review. Our working days are
4 defined as Monday through Friday. Stage 1 plans,
5 we only need an electronic submission of this.
6 This also gets ten working days. Quantities are
7 not required for Stage 1 plans. Any major design
8 decisions -- if something drastic is changing out
9 there, that's a complete separate submittal.
10 With major design decisions, separate submission
11 for that for concurrence with major design
12 decisions made after Stage 1. So if you submit
13 Stage 1 plans and something drastically changes
14 from the Stage 1 plans, that would be a separate
15 submittal and concurrence for that item.

16 Stage 2 is only -- is also only
17 electronic. Ten working days for that. We do
18 not need quantities for Stage 2 plans. The final
19 construction plans, we do need paper copies of
20 these. Ten working days for the review on that
21 as well. This stage submission does have
22 quantities requirements and needs to be sealed by
23 a PE and the plans also need to be marked
24 approved for construction.

1 The plans -- the final construction plans
2 need to be distributed to the following people
3 and the addresses are in the scope of services:
4 District 6, central office, FHWA, City of
5 Columbus, City of Grove City, Obetz, and
6 respective utilities.

7 ~~Billable~~ **Buildable** units as defined in the scope --
8 are defined in the scope. This is also a change
9 that's coming in the next addendum. The
10 submittals shall be done so the department is
11 reviewing no more than six ~~billable~~ **buildable** units at any
12 time, provided that no more than three of those
13 ~~billable~~ **buildable** units are structures. We changed that
14 from four. We realized we were handcuffing you a
15 little bit, because each structure counts as a
16 ~~billable~~ **buildable** unit.

17 FTP server. These are the items on the
18 FTP site and these are defined in the scope, as
19 well. Has everybody been able to access that?
20 Any problems accessing that? I'm trying to get
21 some CDs burned.

22 MR. FICKER: I didn't see the value
23 engineering report, Attachment ~~A~~ **E**.

24 MR. TAYLOR: Okay. I'll check on that.

1 MR. FICKER: Thanks.

2 MR. TAYLOR: Like I said, I'm trying to
3 get some CDs burned before you guys leave, if you
4 need any on CD.

5 These are the items that were revised in
6 Addendum A. Hopefully you guys have seen
7 Addendum A already. There's the partnering --
8 the partnering lump sum item. Addendum 2 was
9 established to clearly show the scope of service
10 revisions from Addendum 1. And Addendum C -- 3,
11 whatever you want to call it, is not yet posted.
12 Like I mentioned, this could be the next couple
13 of days. It will be providing a new scope of
14 services based on, essentially, some pre-bid
15 questions we've gotten to date.

16 And I'm ready for some questions, but I
17 did mention there is currently a temporary lane
18 shift on 270 over 23, the eastbound driving lane
19 is closed. Please be aware of this as an
20 existing condition for bidding on the project.

21 So at this time I can take some questions.
22 Just please clearly state your name and company
23 prior to asking any questions. I'll try to
24 answer them now or else we'll answer them in a

1 future -- in our next addendum. Well, good. Oh,
2 okay.

3 UNIDENTIFIED SPEAKER: On the --

4 MR. TAYLOR: Name and --

5 MR. FICKER: Oh, sorry. Dan Ficker,
6 F-I-C-K-E-R, Palmer Engineering. On Page 23 of
7 49 in the scope, it's actually under Section
8 13.4, Letter Q -- sorry. Letter G.

9 MR. TAYLOR: Okay.

10 MR. FICKER: Work zone pavement design,
11 was there a buildup that was intended to be put
12 under that?

13 MR. TAYLOR: No. No, but I will verify
14 that for you.

15 MR. FICKER: And then on Page 40 of 49 of
16 the scope, 16 --

17 MR. TAYLOR: I'm looking at my new one,
18 what section?

19 MR. FICKER: Oh, I see. 16.2, signing,
20 Item B.

21 MR. TAYLOR: Okay.

22 MR. FICKER: It states replace all extru
23 sheets, signs within the project limits. Are
24 those replaced in kind?

1 MR. TAYLOR: Those would be replaced with
2 the newest design criteria of that or signage as
3 it would need to be for the additional lanes.
4 So, essentially, you need to redesign the
5 signing.

6 MR. FICKER: So there is no conceptual
7 sign layout available?

8 MR. TAYLOR: No.

9 Any other questions? Yes?

10 MR. FARRAH: Bill Farrah with Transystems.
11 On the deck replacement are you planning to have
12 shear studs -- to make them all composite?

13 MR. TAYLOR: Yes. It's per the -- per the
14 latest bridge design manual and that would be
15 including shear studs, yes.

16 MR. Farrah: Okay.

17 MR. TAYLOR: Yes?

18 MR. VARRATO: Brian Varrato, Shelly &
19 Sands. In the scope service Page 3753, global
20 stabilization.

21 MR. TAYLOR: Yes.

22 MR. VARRATO: You now tell us there is
23 high sulfate areas. How are we supposed to
24 handle these high sulfate areas when you tell us

1 that we are supposed to do global stabilization?
2 What's ODOT central office think of high sulfate
3 areas and stabilization?

4 MR. TAYLOR: I'm not going to be able to
5 answer that. I have your question recorded.
6 I'll get with the Geotech and provide an answer
7 to that. Did you get it all?

8 Any other questions? Yes?

9 MR. BOWERS: Brad Bowers with Kokosing.
10 There was already a pre-bid question submitted
11 regarding the lane geometry at the east end of
12 the project.

13 MR. TAYLOR: Yes.

14 MR. BOWERS: I know you said you guys are
15 going to answer those in the next couple of days,
16 but a couple of days is pretty important to us --

17 MR. TAYLOR: Okay.

18 MR. BOWERS: -- on the designs, so if you
19 already know the answer to that?

20 MR. TAYLOR: I'm hoping it's tomorrow.
21 I'm meeting with Duane Soisson, our MOT -- work
22 zone MOT coordinator, and I'm meeting with him
23 today. I'm hoping that addendums could be out
24 tomorrow.

1 MR. BOWERS: Okay. That's just -- that's
2 a pretty big deal.

3 MR. TAYLOR: Okay. You're talking about
4 over 23?

5 MR. BOWERS: Correct and --

6 MR. TAYLOR: Yes.

7 MR. BOWERS: -- there is some vagueness
8 there with the --

9 MR. TAYLOR: Yes.

10 MR. BOWERS: -- road then --

11 MR. TAYLOR: Yes. I can't answer it right
12 now.

13 MR. BOWERS: Okay.

14 MR. TAYLOR: Next couple of days the
15 addendum will be out to address that. That's one
16 of the items in the addendum.

17 Yes, Brian?

18 MR. VARRATO: Brian Varrato, Shelly &
19 Sands. Is there any shoulder existing pavement
20 ~~course~~ ^{cores} or existing pavement details?

21 MR. TAYLOR: Other than the existing plans
22 that are out there on the FTP site. I do not
23 believe we've done any shoulder ~~pours~~ ^{cores}.

24 MR. VARRATO: Is it possible for us to

1 schedule ~~pouring~~^{coring} of shoulders with ODOT?

2 MR. TAYLOR: Prior to being awarded?

3 MR. VARRATO: Prior to bid.

4 MR. SLACK: Tom Slack, ODOT. You'd have
5 to go through that roadway permit process.

6 MR. VARRATO: Thank you.

7 MR. TAYLOR: Anything else?

8 All right. Then that concludes the
9 pre-bid meeting for Franklin 270-52.72, PID
10 92610. Thank you all for coming.

11 - - - - -

12 Thereupon, the proceedings were concluded
13 at 9:38 o'clock a.m.

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CERTIFICATE

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The undersigned do hereby certify that the foregoing proceedings were digitally recorded, electronically transmitted, and transcribed via audible playback, and that the foregoing transcript of such proceedings is a full, true and correct transcript of the proceedings as so recorded

IN WITNESS THEREOF, I have hereunto set my hand and affixed my seal of office at Columbus, Ohio, on this _____ day of _____, 2013.

Sandra D. Kin
Certified Digital Reporter
Notary Public - State of Ohio
My Commission expires: May 14, 2017

CHERYL X. SHEFFIELD
Digital Transcriber